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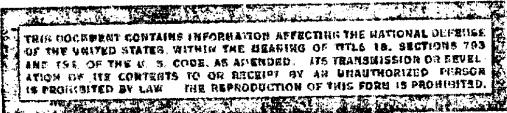
CLASSIFICATION [REDACTED]
 CENTRAL INTELLIGENCE AGENCY REPORT
 INFORMATION REPORT

SUBJECT Soviet Activities in Werder

NO OF PAGES 6

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REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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1. The Leipzig Bauunion has been in connection with the Soviet construction staff in Werder since August 1951. The official designation of the Soviet staff in Werder was not known; it was unofficially referred to as "Soviet headquarters Werder" and, according to a standing order, all communications were addressed to a certain Trenchenko (fnu). The letters which were written in Russian or German and Russian by the Bauunion were not sent by mail but by courier. The Soviet construction staff did not keep up an official correspondence with the Bauunion or the German construction superintendent. Occasionally, letters by the officer in charge at the Soviet construction headquarters were written in Russian on plain note-paper without official letter head and transmitted by courier. All conferences held between the Bauunion and the Soviet construction headquarters took place in Werder.
2. The members of the construction headquarters who were trained construction experts wore Soviet Air Force uniforms with black-bordered blue epaulets with silver officer insignia. The construction headquarters was charged with all construction and improvement work on Soviet Air Force installations in East Germany. After an airfield construction project was completed and turned over to a troop unit, the construction headquarters was no longer responsible for it. This fact was illustrated by the following event: In the spring of 1952, when the Bauunion sent in to the Werder construction headquarters the account for minor work at Merseburg airfield, after construction work had been officially completed there, the Werder construction headquarters refused acceptance and payment of the bill because the field had already been turned over to the troop unit.
3. The Soviet construction headquarters was located in the Fliegerhorst Kaserne at Werder airfield which was off limits to Germans. Conferences with Germans were held in a special conference building, a large one-family house at No 137 Eisenbahn Strasse outside of the restricted area of the field, about 500 meters from the barracks installation. When a visitor arrived, a German interpreter, Frau Werner (fnu), who was accommodated in the building, called the officer in charge who brought along the documents required for the conference. No official records were stored in the building, nor were offices available there. [REDACTED] the officers of the construction headquarters frequently used different sedans. [REDACTED] 25X1
[REDACTED] the motor vehicles involved were made available by the superior headquarters.

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4. Soviets assigned to the construction headquarters included Colonel Terenchenko (fnu), chief; Colonel Zukorukov (fnu), deputy chief; Lieutenant Colonel Streltsov (fnu), chief of the designs department; Lieutenant Colonel Smirnov (fnu), chief of the construction department; Major Efshin (fnu), deputy chief of the construction department; a major who apparently was the deputy chief of the designs department; and 2 or 3 captains. All of the officers were between 40 and 50 years of age. Streltsov and Smirnov came from Leningrad. [redacted] Lieutenant Streltsov [redacted] was the best expert of all the officers. The Soviets were polite, objective and always ready to listen to reasonable propositions.

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5. The conferences with the Soviet officers in Werder were usually attended by the German construction superintendent, his deputy and an interpreter. Only occasionally, the construction supervisor of the individual construction sites, particularly the chief of the department for traffic and hydraulic constructions, who was charged with the construction of runways, and the chief of the above-surface construction department, who was responsible for the construction of barracks installations, attended these conferences. The Soviets spoke only Russian, although some of them understood German. The construction contracts which were drawn up in German and Russian were first signed by Colonel Terenchenko for the Soviets and then by Direktor Geier (fnu) for the Leipzig Bauunion.

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6. The Soviet construction headquarters in Werder had no designs bureau of its own and [redacted] no technicians or draftsmen were assigned to it. The designs for the individual construction project were made by the Bauunion and subsequently turned over to the Soviets, who then gave the pertinent orders and supervised the work. Major Ladinski (fnu) (phonetic spelling) was the liaison officer of the Soviet construction staff at Oranienburg airfield where he personally supervised construction work as he had formerly done at Altenburg airfield. He was billeted in Oranienburg and every weekend went to Werder to report on the work performed.

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7. In August 1951, [redacted] construction work at Merseburg airfield was under way. The work was completed in November 1951. Work at Altenburg airfield which lasted from January to July 1951 included the extension of the runway to a length of 2,500 meters and the establishment of taxiways. The field had already been improved by the Bauunion Jena in 1950. Schoenhauser Damm (Hochengohrener Heide) auxiliary airfield was newly constructed between 1952 and January 1954. Work performed there included clearing of woods, applying of a layer of turf, and sowing of grass. Work at Oranienburg airfield which was started in August 1952 included the extension of the runway and the construction of taxiways and shrapnelproof aircraft revetments. Work was to be completed there by 26 August 1953. In March 1953, the Bauunion Leipzig received a contract for construction work at Finsterwalde airfield where the runway was to be extended. The Soviets gave instructions that concreting work was to start on 1 July 1953. The Bauunion immediately started drafting construction workers, establishing construction sites, surveying work, and shipping construction equipment to the field. About 14 days after the contract had been given, the Soviets cancelled the construction project and the sum of about 20,000 eastmarks which had meanwhile been spent by the Bauunion was paid by the Soviet construction staff in Werder.

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8. In March 1953, the Soviet construction staff in Werder also ordered improvement work at Parchim and Jueterbog airfields. However, the contract for Jueterbog airfield was also cancelled subsequently. Construction work was also done at Werneuchen airfield and at auxiliary airfield in the Buchholz Forest south of Schwerin and at Muhlwinkel. The latter two fields were built like that in Schoenhauser Damm and were completed in January 1953 and 31 December 1952 respectively. Additional alternate airfields of this type had not been under construction in the Soviet Zone of Germany prior to July 1953. Improvement work at Schorfheide airfield which was carried out by the Bauunion Brandenburg was done in three construction stages. [redacted] 25X1
9. Since 1 November 1953, a large number of dependents of the officers employed with the Soviet construction headquarters in Werder have arrived and large-scale repair work was to be done in the officers billets on Phoebener Strasse in Werder. 2 25X1
10. After 1 November 1953, the special construction bureau in Werder was charged with all construction work at the Werder restricted area, the Werder military post, the air force signal center in Glindow, the Brandenburg military post, including Brandenburg-Briest airfield, and the tank repair shop in Kirchmoeser. Allegedly, the special construction bureau was to be assigned new missions after 1 January 1954.
11. Lieutenant Colonel Piminov (fnu) and Senior Lieutenant Artamanov (fnu) respectively were the chiefs of the Kech office of the air force headquarters in Werder and of the Kech office at the Werder military post. Lieutenant Colonel Yilin (fnu) was the chief of the officers club on Friedrichshoehe in Werder which was completed on 7 November. 3
12. The second floor of the flight control building at Werder airfield housed the offices of an air force marshal and of three generals. One of the generals was to be detached to the headquarters on 1 November 1953. The three buildings northwest of the athletic field quartered an air force signal unit under the command of Lieutenant Colonel Pismak (fnu). The buildings of the signal corps were surrounded by a special barbed wire fence inside the airfield. All personnel entering these buildings were accompanied by an officer. No transmitters or antennas were seen on the roofs of the buildings. The three buildings south of the athletic field were occupied by an air force unit. On 14 November, a group of 80 men lined up in front of the buildings. 4
13. Between 21 October and 19 November [redacted] trucks were used by Soviet Air Force commissaries for purchases in Werder: 25X1 25X1

Commissaries

Biryukov

Volevach

Gitun

Gorshkov

Toporkov

Mashkin

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Krushilnitski

Tupitsin

Strishkov

Komar

Shurunov

Magazine 6

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14. The following changes were observed in the commissaries:
 Gorshkov was transferred on 20 October and replaced by Maslov (fnu) on 1 November, while the Maslov's Commissary was dissolved. Also on 20 October, Strishkov (fnu) was replaced by Lieutenant Gorshenkov (fnu) who arrived on 1 November.⁵ The chief of the central commissary (Basa) in Werder, Major Lavrentyev (fnu) returned to the USSR on 20 November. He was replaced by Major Spiliotin (fnu) who at present was deputy chief of Lieutenant Colonel Fedyukov (fnu) in the main bureau. However, Captain Sharovonkov (fnu) still remained the deputy of Major Lavrentyev.

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15. On 16 November 1953, a brawl occurred in the yard of the central commissary between Captain Sharovonkov (fnu) and Lieutenant Guzin (fnu) the latter with red-bordered silver epaulets. Guzin who had been refused home leave on the occasion of his mother's death was drunk. He shouted that his father had been killed in action during the war and that he had two small brothers and sisters. Finally, a third Soviet officer managed to pull Guzin into a sedan and brought him to the main bureau of the Basa. Lieutenant Colonel Fedyukov (fnu) ordered the immediate transfer of Guzin to the USSR.

16. Because of a reduced turnover, 20 percent i.e. 12 persons were dismissed at the Basa in Werder.

17. [redacted] the dependents of the Soviet officers were to return to the Soviet Zone of Germany. Meanwhile, many school books for children were purchased at the Basa in Werder. [redacted] several insignia [redacted] indicate the assignment to specific branches of the service, such as administrative and medical personnel, tank and motor transport troops, radio operators and personnel assigned to the administration of military justice.

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19. About 11 a.m. and 4 p.m. on 2 November, one Li-2 each landed at Werder airfield. The aircraft remained at the field for about 20 minutes and then took off again. Around noon, two low-wing monoplanes with radial engines were parked in front of a hangar at the field. Between 8 p.m. and 10 p.m., 2 or 3 aircraft were observed aloft flying in the beams of searchlights.

20. On 2 November, 24 Soviet civilians went by train from Wildpark to Werder where they were awaited by a lieutenant wearing golden-bordered blue epauletts. The lieutenant accompanied the Soviets to the komendatura building at the field. About 6:25 p.m. on 6 November, two boxcars occupied by Soviet soldiers were uncoupled from the Jueterbog-Wildpark passenger train and coupled to the Potsdam-Werder passenger train. At Werder, the two cars were detached from the train and about 60 air force soldiers equipped with baggage and carbines descended and subsequently marched to Werder airfield. Six additional boxcars occupied by Soviet soldiers were coupled to the freight train headed toward Brandenburg.¹⁰ About 6:50 p.m. on 6 November, two trucks loaded with artillery pieces and escorted by Soviets and VP men, moved to the field on Eisenbahn Strasse.

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1. Comment. the air force construction staff in Werder give a good picture of the organization of this headquarters. The officers mentioned have previously been reported several times. The information on the individual airfields agrees with available records.

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2. Comment. The arrival of officers dependents was previously observed or reportedly expected at various military posts of the Soviet Army and Air Force.

3. Comment. Lieutenant Colonel Piminov and Lieutenant Colonel Yilin are reported for the first time. Lieutenant Colonel Artamanov was transferred from a headquarters in Doberitz to Werder on 15 March 1953. The officers club on Friedrichshoche had burned down on 22 May 1953.

4. Comment. Officer Pismak reportedly was the commanding officer of a commissary in Werder in 1951. It is unknown whether this officer is identical with Lieutenant Colonel Pismak mentioned in the present report.

5. Comment.

Commissaries.

Commissary Birvukov supplies the fighter division in Finow.

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Commissary Volevach supplies the fighter division in Zerbst. Motor vehicle No / 3-12-99 was previously observed in Zerbst.

Commissary Gitun supplies the ground attack division in Alt Loennewitz.

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Commissary Gorshkov supplies the fighter division in Marseburg. Its designation will be changed to Commissary Maslov, as the Maslov Commissary which previously supplied the bomber division in Werneuchen was deactivated.

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Commissary Toporkov supplies the fighter corps headquarters in Wittstock.

Commissary Mashkin supplies Elstal.

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Commissary Krashinsky supplies the ground attack division in Brandenburg. Motor vehicle belongs to the unit in Brandenburg-Briest.

Commissary Tupitsin supplies the fighter division in Pustnitz.

Commissary Strishkov supplies the fighter division in Grossenhain. It will be re-designated to Commissary Gorshenko as Strikhshov was transferred. Gorshenko is reported for the first time.

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Commissary Komar [] supplies the fighter corps headquarters in Wittenberg.

Commissary Shurinov (17) supplies the ground attack corps headquarters in Finsterwalde.

Magazine 6 supplies the units at Bad Saarow.

6.

7.

Comment. Lieutenant Guzin is reported for the first time.

8.

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9.

Comment. Werder airfield is occupied by the headquarters of the Twenty-Fourth Air Army. The airfield is mainly used by courier aircraft.

10.

Comment. The trains carried personnel who were probably detached or transferred to a unit of the headquarters of the Twenty-Fourth Air Army.

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